

Ballard to Downtown Seattle High Capacity Transit (HCT) Study

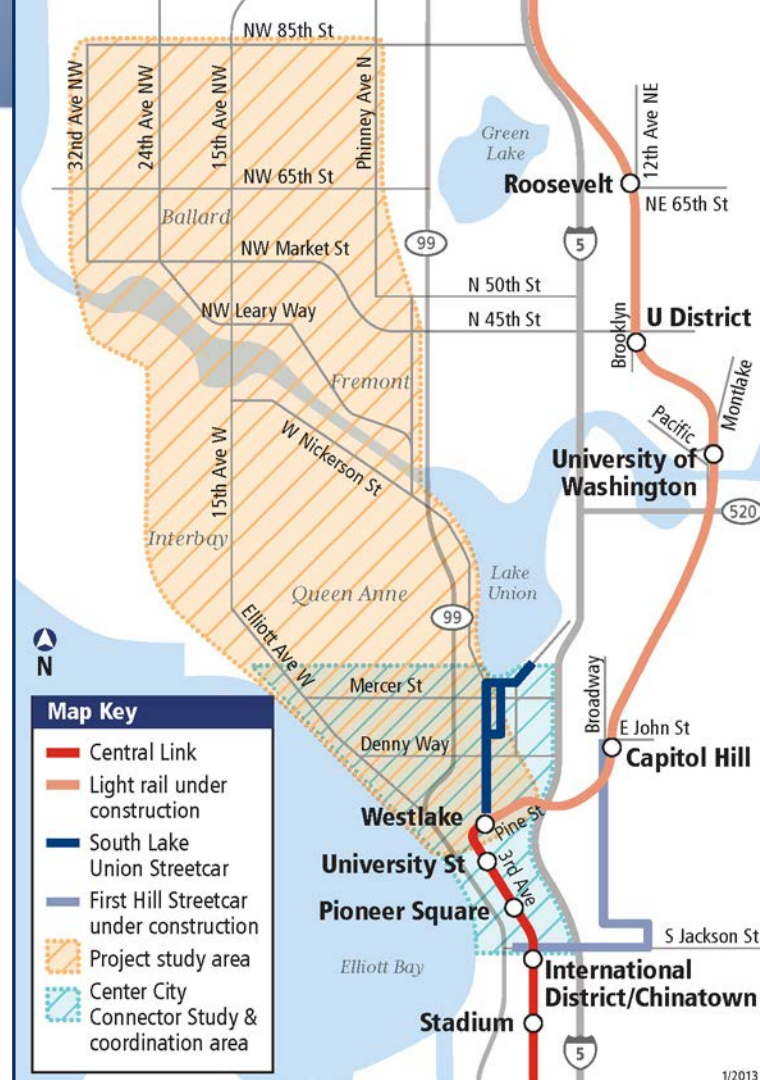
Sound Transit Executive Committee, December 5, 2013

 **SOUNDTRANSIT**

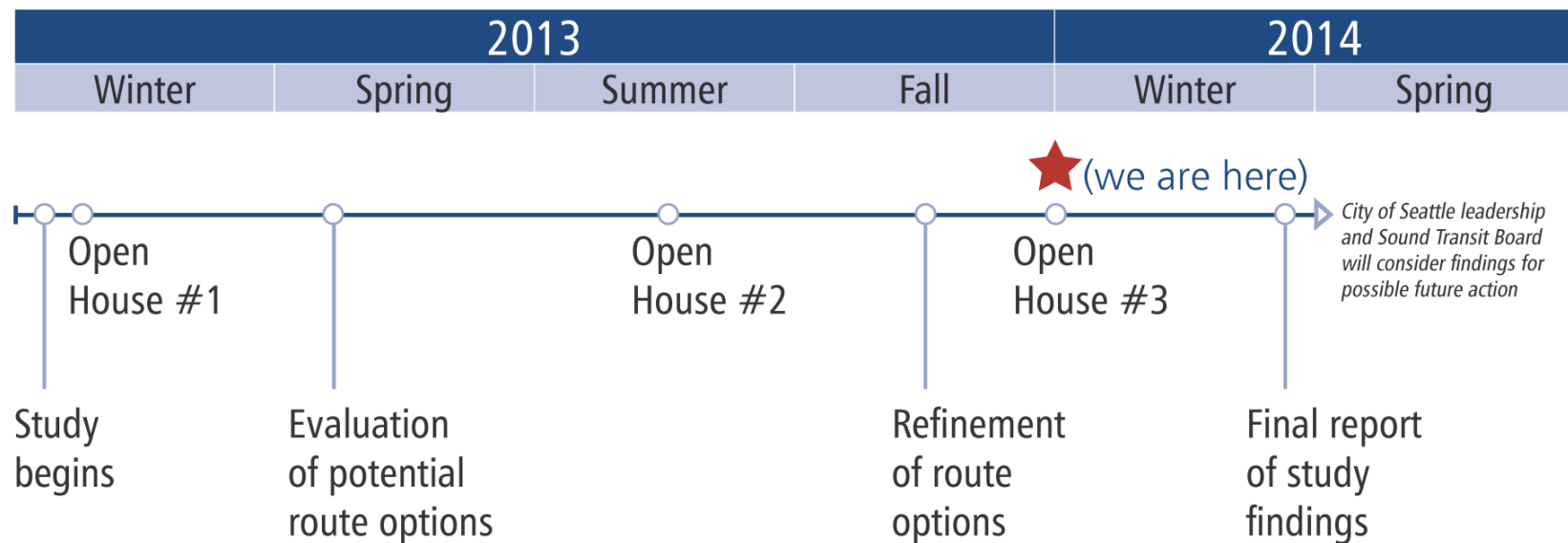
Ballard to Downtown Seattle

Transit Expansion Study

- Support implementation of the Seattle Master Plan
- Support future ST Board discussions and Long-Range Planning on HCT options
- Study Modes: Link light rail & rapid Streetcar



Study Timeline

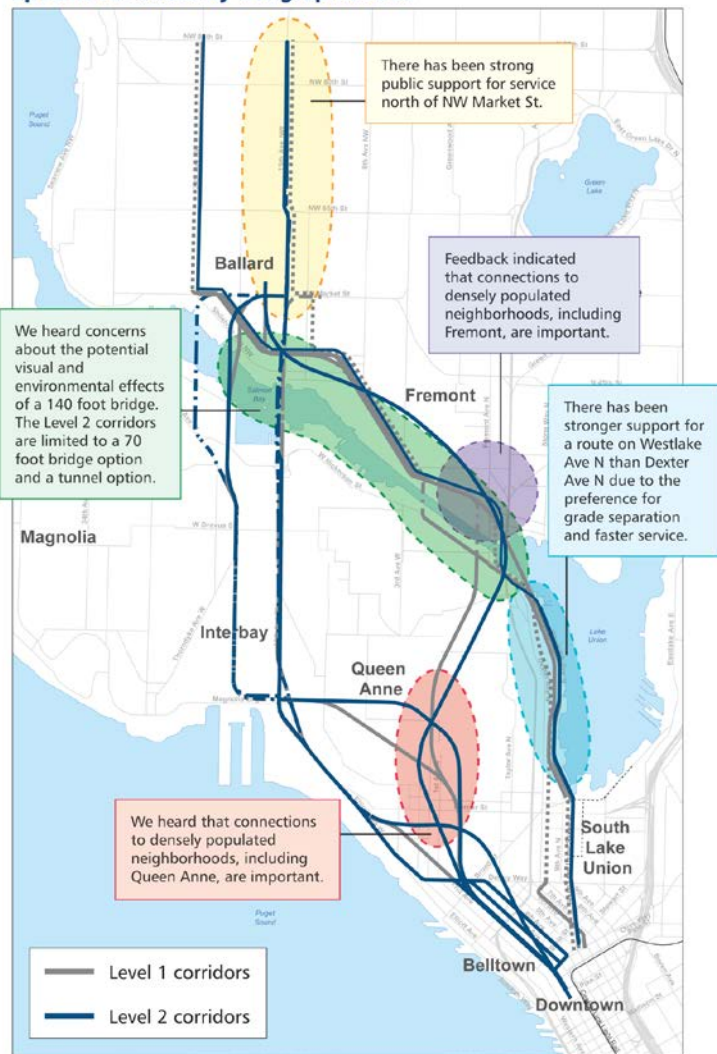


*Schedule is subject to change

Public Involvement

- Open House #1 – March 12th
 - Project Goals Objectives
 - Origin & destination and corridor options
 - 150 participants in public meeting
 - 269 online participants
- Open House #2 – June 27th
 - Tier 1 Evaluation
 - Eight corridors
 - 170 participants in public meeting
 - 1,200 online participants
- Open House #3 – December 5th
- District and Neighborhood Council Meetings/Outreach
Agency Outreach





Study Process

Start: Broad range of options gathered from outreach process and considered based on connections to key travel markets, impacts to traffic, and engineering feasibility

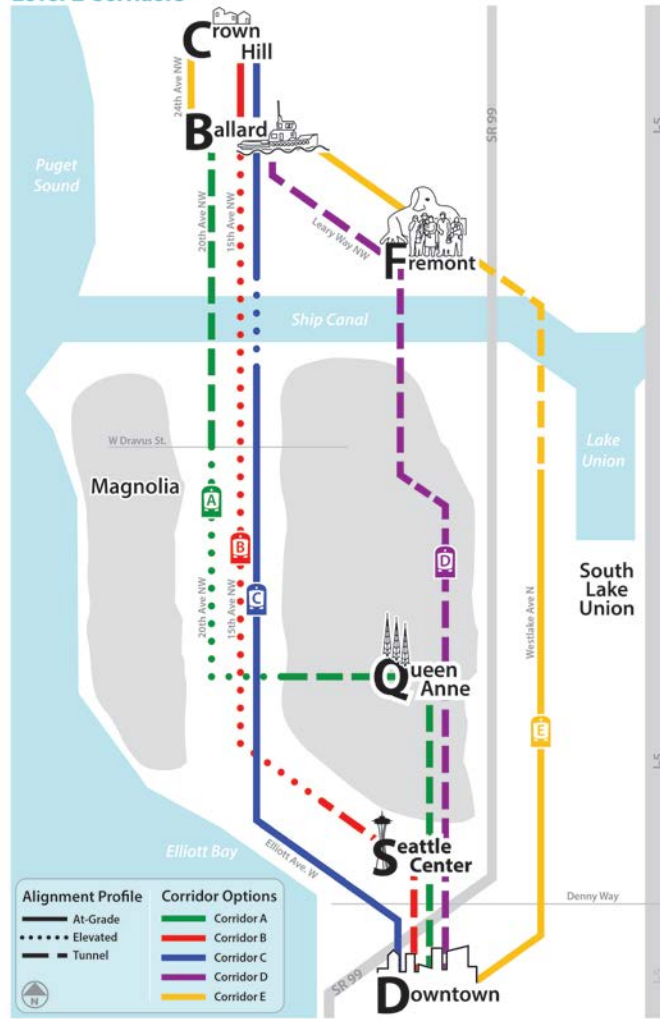


Level 1: 8 Corridors evaluated for conceptual-level capital costs, travel time, and engineering considerations



Level 2: Based on feedback from Level 1, five corridors were refined and evaluated for capital costs, travel time, and ridership. Results documented in final report.

Ballard to Downtown Seattle Transit Expansion Study Level 2 Corridors



Corridor A



Corridor A

Interbay West/Ship Canal Tunnel



Capital Cost (million)

Market St to Downtown Seattle: \$3,200 - 3,600

With Crossing Option: \$2,800 - 3,200



Peak Period Travel Time:

Market St to Downtown Seattle: 13 - 15 min



Daily Ridership

Market St to Downtown Seattle: 24,000 - 28,000

Downtown – Tunnel

Interbay – Elevated and Tunnel

Ballard – Tunnel

Crossing – Tunnel (or 70' Movable Bridge)

Corridor B

15th Avenue/Elevated

\$ Capital Cost (million)
 Market St to Downtown Seattle: \$2,400 - 2,800
 Extension to NW 85th St: + ~\$150

🕒 Peak Period Travel Time:
 Market St to Downtown Seattle: 11-13 min
 Extension to NW 85th St: + 4 - 5 min

👤 Daily Ridership
 Market St to Downtown Seattle: 22,000 - 26,000
 Extension to NW 85th St: + 5,000

Downtown – Tunnel

Interbay/Ballard – Elevated

Crown Hill – At-grade, Exclusive Lane

Crossing – 70' Movable Bridge



Corridor C



15th Avenue/At-grade



Capital Cost (million)

Market St to Downtown Seattle: \$800 - 1,200
 With Routing Option: \$800 - 1,200
 Extension to NW 85th St: + ~\$150



Peak Period Travel Time:

Market St to Downtown Seattle: 15 - 19 min
 Extension to NW 85th St: + 4 - 5 min



Daily Ridership

Market St to Downtown Seattle: 14,000 - 18,000
 Extension to NW 85th St: + 4,000

Downtown – At-grade, Exclusive Lane

Interbay – At-grade, Exclusive Lane

Ballard/Crown Hill – At-grade, Exclusive Lane

Crossing – 70' Movable Bridge

Corridor D

Queen Anne Tunnel



Capital Cost (million)

Market St to Downtown Seattle: \$3,200 - 3,600



Peak Period Travel Time:

Market St to Downtown Seattle: 12 - 14 min



Daily Ridership

Market St to Downtown Seattle: 26,000 - 30,000

Downtown – Tunnel

Queen Anne/Fremont – Tunnel

Ballard – Tunnel

Crossing – Tunnel



Corridor E

Westlake/Ship Canal Tunnel



Capital Cost (million)

Market St to Downtown Seattle: \$800 - 1,200
 With Crossing Option: \$400 - 800
 Extension to NW 85th St: + ~\$100



Peak Period Travel Time:

Market St to Downtown Seattle: 17-21 min
 Extension to NW 85th St: + 4-5 min



Daily Ridership

Market St to Downtown Seattle: 14,000 - 18,000
 Extension to NW 85th St: + 2,000








































































Downtown – At-grade, Exclusive Lane

Fremont/Ballard/Crown Hill – At-grade, Exclusive Lane

Crossing – Tunnel (or 70' Movable Bridge)

Level 2 Corridor Evaluation

		CORRIDOR							
		A		B	C		D	E	
		Interbay West		15th Avenue/ Elevated	15th Avenue/At-grade		Queen Anne Tunnel	Westlake	
		Tunnel Crossing Option	70' Bridge Crossing Option		2nd/4th Ave Routing Option	1st Ave Routing Option		Tunnel Crossing Option	70' Bridge Crossing Option
	Ridership								
	Reliability								
	Travel Time Improvement								
	Disruption to Other Modes								
	Station Area Development Potential								
	Cost								
	Cost Effectiveness								
	Complexity (Risk/Construction Challenges)								
	Environmental Effects								
		<div><div><div></div><div></div><div></div><div></div><div></div></div><div>Lower Performing</div><div></div><div>Higher Performing</div></div>							



- Public Meeting #3
- Complete final report
- Information available for Sound Transit's Long-Range Plan, coordination with other HCT studies and City of Seattle

